

Advertisements.

PENVERANCE LODGE OF
HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zee-lan Street, THIS EVENING, the 16th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 16th May, 1896. [793]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the COLONY for 1896-97 will be open to inspection at the TREASURY for 21 days, commencing on MONDAY, the 18th May, 1896.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office.
Hongkong, 15th May, 1896. [828]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"AGAMEMNON,"

Captain Stevens, will be despatched as above on MONDAY, the 18th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1896. [826]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the above Ports on TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 16th May, 1896. [829]

FOR SHANGHAI.

THE Steamship

"DAFNE,"

Captain T. Samuelson, will be despatched for the above Port on TUESDAY, the 19th instant, at 4 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 16th May, 1896. [830]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE.

THE Steamship

"FOOCHOW,"

Captain Blackmore, will be despatched on WEDNESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1896. [836]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"

Captain C. R. N. Dodd, will be despatched on WEDNESDAY, the 20th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1896. [838]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Ollent, will be despatched for the above Ports on THURSDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 16th May, 1896. [837]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"TAIYUAN,"

R. Nelson, Commander, will be despatched on MONDAY, the 19th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1896. [835]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"SHANTUNG,"

Captain Frampton, will be despatched on TUESDAY, the 20th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1896. [831]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [427]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application. PORT after removal should be resealed a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac; the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Telephone, 10th January, 1896.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, Hongkong Telegraph, and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. Whilst the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are required to forward all notices intended for insertion in this day's issue not later than Three O'clock in the afternoon, and to be accompanied by the cash or order for the same. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and it therefore has the best medium for Advertisements. Terms on request on application to the Editor, or to the Manager at the Telephone, Central Hongkong.

BIRTH.

At Wuhu, on the 6th inst., the wife of F. T. H. JOHNSON, Imperial Maritime Customs Service, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 16, 1896.

REUTER'S MESSAGES.

RISING IN SOUTH-WEST AFRICA.

LONDON, May 14th.

A rising of the Hereros in South-west Africa has occurred and an addition to the German troops is necessary to suppress it.

THE TRANSVAAL.

General Joubert has been elected Vice-President of the Transvaal.

THE CHEFOO TROUBLE.

Mr. CURZON stated in the House of Commons that by a concession granted to a Russian firm, the Chefoo is to be a British subject, considered as a Russian subject, and that as such as Rs. 450.

A in Chefoo contains British subjects considered as a Russian subject, and that as such as Rs. 450.

In consequence Sir Claude MacDonald had warned China that she would be held answerable for any injury to such rights.

LOCAL AND GENERAL.

H.M.S. Porpoise leaves here for Singapore Wednesday next.

THE rainfall in Singapore during the month of March was eight inches.

H.M.S. Centurion is at Yokohama, where Admiral Butler is with the Albatross.

H.M.S. Sparrow, having been relieved by the Esch, has returned to Shanghai.

INTEREST due on the outstanding amount of the interest on the loan of Rs. 100,000, which was repaid by the Government of India, is Rs. 10,000.

Chinese are going to introduce the electric light into Soochow. H.E. Chao, the Governor, M. the King of Siam was expected to arrive having approved the project, a company is to be formed soon.

It is expected that several of the vessels comprising the Japanese fleet will shortly visit the ports of the Yangtze. This is in the design of the King to travel in the Yangtze, and the Yangtze is in the design of the King to travel in the Yangtze.

THE Mission steam-launch Day Spring will call alongside any vessel holding the answering code, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

TELEGRAMS dated the 10th from Hankow state that the quality of the Ningbo, which has been set off at Ts. 45 to 53, is not equal to the Eastern Province (Shanghai, Kien and average. Keenness are preferable, and they will be taken at Ts. 45 to 53.

H.B.M.'s cruisers Immortal and Ratanag, a mail at Moukden. The deputy is and gunboat Pigmy, the German cruiser constructed to go on to Hukwang to ask the Princess Wilhelm, Irene, Arcona, Cormoran, for the permission to learn what he can of the and the French cruiser, operations there. The Mercury and Alger were at Nagasaki on the 9th inst.

The new British Minister, Sir Claude MacDonald, also to buy steam-launches for use in the old, on the 4th took over charge from Mr. MacDonald, who will remain at Peking, common.

has it, for a longer period than was anticipated. Mr. Grant Duff, second Secretary, goes home for a longer period than was anticipated.

Foreign office. The state of the Peiho is getting worse instead of better, but the steamers as yet have no difficulty in getting to Peking, the Customs limit, where the discharging and loading takes place. Much bitter feeling exists against the railway company and the mandarins, who, instead of facilitating the transport of merchandise, do all in their power to cause obstructions.

THE Institution of St. Joseph has commenced a suit in the British Supreme Court, Shanghai, in respect of a series of "false and malicious libels, written to damage that institution," in the Shanghai Mercury, Celestial Empire, and Union.

The defendants are Messrs J. D. Clark and Thos. W. Kingmill, editors, proprietors, printers, and publishers of the two first named papers, and printers and publishers of the Union.

The amount claimed in damages is Ts. 25,000. Mr. Hiram Shaw Wilkinson, Crown Advocate, is the counsel for the plaintiff, while Mr. W. A. C. Platt has been retained for the defendant.

THERE were ten cases of plague to-day—three in the city, two from British Kowloon, three from boats in the harbour and one each from the steamers Catharine Apcar and Talla from Singapore. With reference to these latter cases, the Secretary of the Sanitary Board is of opinion that they, with the former cases reported, go far to show that plague exists in Singapore. The Catharine Apcar arrived yesterday, and to-day a case is taken off her—while the incubation period is several days at least. There have been six or seven cases, reported from Singapore already. Inquiring as to the number of deaths from plague this year in relation to the number of cases reported, Mr. McCullough stated that 834 cases of the disease had been reported, of whom 768 had died, leaving 66 who had recovered, or nearly eight per cent—a much higher percentage than in 1894.

MEMORANDA.

TO-DAY, 16th May.

9 p.m.—Meeting of Pervenerance Lodge.

TO-MORROW, 17th May.

Daylight—Olympic leaves for Victoria, B.C., and Tacoma, via usual ports of call.

H.E. the Governor of Macao and Senhora Horta e Costa left on Wednesday last by the P. & O. steamer Peking for Brindisi en route to Porto. His Excellency will leave Portugal about a end of September on his return to Macao.

It is rumoured that the exigencies of Imperial defence may lead the Home Government to order the carrying out of a project bringing Tientsin, thence naval station of the East India Squadron to rapid railway communication with London.

It has been stated in Peking for the past few days that H.E. I. Fung-chang, on his arrival at S. Petersburg, will to the Emperor to say that his services were not adequate to visit the Emperor and chief towns of Europe and at he begged for instructions what to do.

He total subscriptions to the proposed Pasteur Institute in India now amount to Rs. 25,448 6 0. There is no longer, therefore, any question of a want of funds. A particularly noticeable feature of the list is the liberality of the subscribers, the list is the liberality of the subscribers, the list is the liberality of the subscribers.

of the course of the debate on the Defence Committee Bill in the Straits Legislative Council the 7th inst., the Governor, alluding to Mr. Wittenbach, said: "The Honourable member is my friend of attaching automatic power to me," happens, says, the Penang Gazette, that Mr. Wittenbach is not the only person in the Colony who thinks H. E. carries matters in a somewhat high-handed manner.

An Imperial edict of the 9th instant wired to Shanghai says:—In response to a memorial by Wei-shun, Controller-General of Kokonor (Amdo), praying for honours to be bestowed upon a Mongolian prince who lost his life fighting the Mahomedan rebels, who had fled thither after being defeated at Shing-shing, the Emperor has ordered that the Board shall interest due on the outstanding amount of the interest on the loan of Rs. 100,000, which was repaid by the Government of India, is Rs. 10,000.

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THE PLEBISCITE.

Yesterday afternoon at 4.30, in the room in the City Hall rented to the Chamber of Commerce, the voting was opened on the Sanitary Board question now before the Legislative Council in the form of a Bill to reduce the official majority to an unofficial minority. The arrangements were made by a committee consisting of three supporters and three opponents of the Bill. Messrs. Jackson, Chater and McConachie being on the one side, Messrs. Ede, Whitehead and Fraser on the other. There were two booths in the Chamber, arranged out of Japanese screens. Behind the screens in each booth was a table and on the table two boxes, one labelled "Unofficial Majority," the other labelled "Official Majority." In front of each booth was a table at which sat a clerk to take down the names of the voters and a member of the Committee to give each voter a ticket and direct him where to go. The tickets were violet in colour and bore on each the word "plebiscite." At 4.30 p.m. precisely Captain Hastings, one of the scrutineers, examined the boxes to see that they were empty, locked them and put the keys in his pocket. At 7.30 when the poll closed for the day, Captain Hastings and Mr. A. Corcoran removed the boxes (4), sealed them up and locked them in a cupboard of which they retained the key. Balloting was resumed at 4.30 p.m. to-day and closed at 7.30, but we are not yet able to give the result. Over two hundred residents of all classes polled yesterday.

Only one Chinese gentleman presented himself at the booth yesterday, claiming British nationality as having been born in India, but his vote could not be accepted as his name was not on the list of British subjects of Chinese birth furnished by the Colonial Secretary to the Committee. We are sorry to see so few members of the community taking the trouble to express their opinions on a question of this importance.

RUSSIAN DESIGNS IN CHEFOO.

The China Gazette published the following as an editorial on the 9th instant:—

In a previous issue we referred to the somewhat serious aspect which had been taken by a local squabble between the Russian and British authorities in Chefoo, over the proposed acquisition of a depot, ostensibly for Messrs. Shevafet's steamship, but in reality for the Russian navy. Today's news from a reliable correspondent indicates that matters have advanced a stage since we last wrote, and that the Russian agents are riding a very high horse, whose prancing is policed in proportion to the estimated backbone or weakness of the Salisbury Government. No doubt the many proofs of the invertebrate character of the British Premier, as displayed in so many questions, encourages our Russian neighbours to "try it out" on all the "Bismarcks" which pointed to look like iron "will give way with a sudden snap. The news from our informant is to the effect that the Russians, despite the active protests of the British authorities, are determined to take possession of the disputed few yards of shingle and beach, and to erect what building they choose thereon. The dispute is in itself a very small matter, but very important principles are involved, and the action of Russia is quite as much calculated to impress the Chinese with a fuller sense of the great prize of the war. This seems a strange ground for the bestowal of political rewards in favour of a mere commercial undertaking that the Russia Steamship Company professes to be. The Chefoo Tidal did not like the look of his communication, and was more troubled still when later on he received a communication from the British Consul protesting against the rights of a British firm being over-riden, and asking for permission for Messrs. Ferguson & Co. to take over the piece of foreshore in front of the Russian steamship, and the Russian land over to the Russians direct having failed, an effort was made to have it transferred to Mr. Smith as an American citizen. But the British Legation, thanks to the energy of Mr. Beauchamp, who has fought many a hard battle against the scheme. Now the whole subject of Ferguson's foreshore, which runs no slight risk of becoming an international battle ground and the beginning of a regular battle of attrition, is transferred to Chefoo at Peking, where it is now a hotly debated question. The news to-day is that the Russians are preparing to take possession of the disputed territory, and as they have few warships in port, namely, the Emperor Nikolai, Grimschitz, Bobra, and another, we must assume they have an overwhelming force at their disposal if they wish to assert their title by such means. If they do, however, we are assured that the step will be fraught with most serious consequences, that the British fleet in Chefoo is a dangerous animal, and will gather his followers in their ships from all parts of the coast, and though war will scarcely be declared upon such a small pretext, an intention to advance her interests in North China and of Great Britain's determination to uphold her rights, without flinching and losing more "face" to the Chinese, will be afforded.

The Shanghai Mercury on Tuesday, the 16th, 1896.

Our Chefoo correspondent telegraphed last night that Mr. Smith, the agent for the Russian Steam Navigation Company in the East, has succeeded in obtaining the lot of ground forming the foreshore of Messrs. Ferguson & Co. in the place protested, but through the intervention of the Russian Government the Chinese have acceded to the request of the Russian Vice-Consul. To further enquiries we have received the following reply:—The Russians claim to have purchased the foreshore from Chinese owners, but have no title-deeds. No flag has been hoisted on the land. H. M. S. Narcissus is in harbour. The Russian battleship Nikolai, and three small gunboats have been in port about two weeks and on the 5th they were joined by the Kursh and the Dimitri Donetz, making the Chefoo detachment of the Russian fleet a most formidable one; their movements are very uncertain.

CHUNGKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

CHUNGKING, 28th April, 1896.

THE JAPANESE.

The Japanese do not seem able to come to any prompt settlement with the Chinese in the matter of a concession, and all the diplomatic arts of both sides have failed to bring about a rapprochement. The Chinese press one side most emphatically, and to listen to their voice one would think that every advantage under Heaven would result from the acceptance of their chosen spot. They have even discovered that the Yangtze is most propitious, and certain fortune awaits the happy individuals who shall place themselves within its divine influence; but in vain is the net spread in sight of the bird, for the Japanese have been here long enough to know the best and the worst of the place, with a large preponderance of the latter. The fact is, speaking broadly, there is no place suitable for a concession, full of civility and impudence, all over the place. No doubt there would be a tremendous uproar if the strict foreign fashion of doing things were suddenly introduced into a settlement. The natives would be far from appreciating regulations to which they are not accustomed, and would undoubtedly resent any interference with their dog as their own sweet and gentle natures prompted them. This difficulty is felt in older established ports on the Yangtze, and when one says that the people here are as arrogant as they are ignorant and superstitious, the truth is, blatted at, if not expressed. The Japanese, on the other hand, judging from their tactics in Korea, have not yet acquired the art of managing strange races without exciting all their worst passions; so that the Chinese are justified in not wishing to place too much power in their hands, and perhaps cause a lot of unprecedented dimensions, and consequent disgrace to themselves, and danger, not only to the Japanese, but to every foreigner in the place.

POPPY CULTURE.

The introduction of the poppy into this province on a great and ever-increasing scale is a new factor in the native economy, which will have to be reck

THE "NEWCHANG" "ONWO" COLLISION.

FINDING AND ORDER OF A NAVAL COURT.

Finding and order of a Naval Court held at the British Consulate General at Shanghai on the 7th, 8th, 9th, 10th, and 11th days of May, to investigate the circumstances attending a collision between the British steamship *Onwo* of London, official number 63,779, and the British steamship *Newchwang* of London, official number 77,054, on the 30th day of April last, whereby the wreck of the said British steamship *Onwo* ensued, whereby loss of life, and damage, and to enquire into the conduct of the masters, certificated officers, and crews of the said vessels.

WITH REGARD TO THE SAID BRITISH STEAMSHIP "ONWO."

The *Onwo* was a steam vessel not rigged, of 707 tons registered tonnage, official number 63,779, built at Dumbarton in 1870, and belonging to the port of London.

It appears from the evidence given before this Court that she sailed from Shanghai on or about the 30th April, 1896, bound for Hankow, with a general cargo and a crew of 43 hands all told, as well as passengers about 200.

After proceeding down the Woosung River and having crossed the Bar through the *Falma* channel, she was rounding Pheasant Point when she was struck by the *Newchwang*, strapping up the river, whilst between the lightship and the Customs barge *Kwaching*, and finally sank in the position given in Notice to Mariners, No. 59 Special, Shanghai district, issued by the Coast Inspector.

The Court having regard to the circumstances above stated find as follows:

That the *Onwo* obeyed the Rule of the Road, particularly as regards Rule 21, and was keeping to the proper bank.

Her speed, which they consider 6 or 7 knots over the ground, was not excessive for that part of the river.

That the master, Mr. Joseph Slesser, was not in any way in error, but appears to have navigated his vessel in a seamanlike and proper manner and when a casualty was inevitable to have done everything in his power to avert it.

That the Court sees no ground for blaming the conduct of any of the survivors and considers the conduct of Mr. Andrew Small, certificated second engineer, deserving of great praise for going to the engine-room at once to assist in stopping the collision occurred; also that Mr. Arthur Lewis Cooper, certificated second mate, did all in his power to carry out his duties.

That the Chinese crew appear to have rendered no assistance to the Europeans.

That upon the evidence given, the vessel appears to have been well found, sufficiently manned, and seaworthy at the time of her departure from Shanghai, with the exception of the life-saving apparatus carried, which appears defective, and is completely inadequate for the number of people carried on board, being insufficient even for the crew.

That the appears to have been properly loaded.

That all records appear to have been lost.

That with regard to the loss of life, the Court considers that the master of the *Onwo* did not realize the dangerous condition of the ship after the collision, as he does not appear to have attempted in any way to beach her.

The Court, however, is rather of opinion that, as stated in the evidence, her forefoot being on the ground rendered the moving of the ship most difficult, if not impossible, particularly with the screw out of water.

That the number of lives lost cannot be ascertained, as the system of booking passengers on board prevents it, and there is no limit to the number the steamer may take, such being at the owners' pleasure.

WITH REGARD TO THE SAID BRITISH STEAMSHIP "NEWCHANG."

The Court considers the collision to have occurred between the Customs barge *Kwaching* and the *Falma* Channel light-vessel, some 300 or 350 yards above the *Kwaching*, but the time evidences do not agree.

The Court, taking into consideration the fact that at the present time there appears to be great confusion between the official Rule of the Road and the Local Recommendations, in pursuance of the powers vested in it by section 23 of 25 and 26 Vict. C. 63, therefore orders that Mr. Thomas Harda, master of the British steamship *Newchwang* of London, official number 77,054, should only be and he is hereby severely censured for the grave error of judgment he committed, but do not deal with his certificate.

That in accordance with the powers contained in section 25 of 27 and 28 Vict. C. 104, the costs of the proceedings before the said Court be paid by Messrs. Butterfield & Swire, of Shanghai, Agents, China Navigation Company, Limited, owners of the British steamship *Newchwang*, being one of the parties thereto, and they are hereby ordered to pay the said amount accordingly.

The Court consider that the master of the *Newchwang* did all in his power to save his own ship and was justified in beaching her, owing to the damage sustained.

The Court cannot find that any signals of distress were shown from either ship.

The officers and crew appear to have been well disciplined and to have done their duty.

The Court desire to direct the attention of the Board of Trade, the Court of Consuls, the Chamber of Commerce, and other bodies interested in shipping, to the fact that the Local Recommendations, which are not laws, and not having a penalty attached for non-observance, are and will be the cause of great confusion in navigating the Woosung River and Bar, and collisions must be of frequent occurrence.

The Court suggests that—
1.—The river navigation be improved by making such recommendations compulsory laws, and further suggests that:
2.—A night signal light be used by vessels by night for the *Falma* Channel.
3.—Some further bright signal be placed near Pheasant Point or the Customs barge *Kwaching*.
4.—Captains of coasters should pass a local examination in river pilotage or carry pilots, this being the opinion of the Court and of the expert evidence obtained during the hearing.
5.—The Court would suggest that British vessels should, when carrying passengers in such large numbers, be supplied with a sufficiency of rafts, belts, or other life-saving apparatus.
The expenses of this Court, fixed at £200, are approved.
Dated at Shanghai this eleventh day of May, 1896.

PRICE VAUGHAN LEWIS, Lieut. R.N., H. M. S. *Spartan*, President of Naval Court.
H. BENCRAFT JOLY, British Acting Vice-Consul, Shanghai.
E. STREET, Master of the British merchant ship *Ravena* of Glasgow, official number 82,300.

With regard to the Local Regulations bearing on the subject we append articles XVIII. and XX. of the General Port Regulations for H.B.M.'s Consulates in China, dated 28th March 1881.

GENERAL PORT REGULATIONS FOR H.B.M.'S CONSULATES IN CHINA: 28TH MARCH 1881.

XVIII.—British vessels are bound as to mooring and pilotage to act in accordance with the Harbour and Pilotage Regulations authorized in each port by H.M.'s Minister for the time being, and any infraction of the same shall render the party offending liable to the penalties attached to these regulations.

XX.—Any infringement of the preceding General Port Regulations or of the Special Regulations referred to in Regulations XVIII. and XIX. shall subject the offender, for each offence, to imprisonment for any term not exceeding three months, with or without hard labour and with or without a fine not exceeding 100 dollars or to a fine not exceeding 100 dollars, without imprisonment, and with or without further fines for continuing offences, not exceeding in any case 25 dollars for each day during which the offence continues after the original fine is incurred; such fine to be inflicted, levied, and enforced in accordance with the Order of Her Majesty in Council dated 9th day of March, 1865.

VICTORIA RECREATION CLUB.

The annual meeting of the members of the Victoria Recreation Club was held in the Grandroom of the Club yesterday afternoon. Hon. Commander W. C. H. Hastings, the Chairman, presided and there was a large attendance.

The Chairman, in moving the adoption of the report and accounts, drew attention to the fact that the balance sheet showed a balance of £1,655.36, or 746 over that of 1894. The working and other accounts were healthy and the membership had considerably increased.

Mr. Hayward seconded.

Some discussion occurred as to the state of the bath, which it was proposed to surround with a bamboo shield to exclude July fish and as much silt as possible. This led to the question of the Club's tenure of the property, which made the Committee hesitate about expending much money in improvements. The question of improving the bath was finally left to the new Bath-house Committee to decide what action should be taken.

Mr. Fredericks pointed out that no provision had been made for single seats, to which Mr. Harrison replied that "tooth-picks" were, in the evening club, had been connected with, brought by those members who wanted them. They were very fragile and expensive and had to be specially made for those people who used them.

The Chairman said a special meeting could be called to consider this matter if members wished it.

The report was then adopted.

Comdr. Hastings was then unanimously re-elected Chairman for the coming year. Mr. W. Armstrong was appointed Hon. Secretary, and Mr. G. H. Potts Hon. Treasurer.

The following gentlemen were elected:—Messrs. Lambert, Caldwell, Adamson, Leigh, Mitchell, Denison, Soars, Reid, and Bickford.

The balloting committee was also elected.

On the motion of Mr. Adamson a hearty vote of thanks was passed to Mr. Sanders, the late Hon. Secretary of the Club, for the valuable services he had rendered to the Club during his term of office.

After some further discussion of the Club's affairs, the meeting concluded, after passing a vote of thanks to the Chairman.

WILD-CAT COLUMN.

SYDNEY, April 18th.

The whirling of (the) time—the bicycle.

The population of Australasia on 31st Dec., 1895, was estimated at 4,238,360.

The ideal song for banded bank directors: "Twere folly to remember, 'tis wiser to forget."

The Point's Corner—mostly the pub.

The Ladies' Column—Births, Marriages, and Deaths.

The most glorious of sights is when the bicycle breaks down in the street and has to walk.

The best way of impartially judging Australia is to walk round the three-half shops.

There is a Westralian claim called the United Statesman. Tautology! The Scotsman is always united.

Rumour runs of a Victorian invention shortly to see the light of the Patent Office, which is to revolutionize the steamship screw.

Last year the value of coal-exported from Newcastle (N.S.W.) was only £678,000. In 1891 the exports were worth £1,500,000.

The eternal fitness of things! In a recent Brisbane rifle one of the prizes was a pair of carriage horses. It was won by a lighthouse-keeper.

A pretty Melbourne girl, who has been staying in Upper India, has captured a military cross, to whom she will be married in England last week.

A discrepancy—She: "Young Esq., I believe, takes his fences well?" He: "Yes, splendidly; but it's a pity his horse doesn't take 'em at the same time."

A Russian Finn, accused of chewing off a fellow-sailor's ear, pleaded guilty to Melbourne Bench last week, but asked for leniency on the ground that he was starving.

Melbourne commercial houses, profiting by experience, are, it is said, limiting the bulk of Western credit notes, pending an improvement in the Westralian gold returns.

On conspect the best-wave has helped South Australia. The best dailies for the year to March 31st reached £19,021.6s. 6d., as against £14,070.12s. 9d. to that date in 1895.

The constantly recurring sickness of the Bank of England note, W.A., is spread over the news columns of the Eastern dailies. The "ad." columns announce sales of forfeited shares.

Two cyclists who married at Young the other day spent the honeymoon on wheels. A veritable

country chronicle says that "after making due allowance for stoppages" they reached Dabbe in good time.

A Melbourne capitalist has dropped £6,000 in the effort to prove the Altona Bay coal-deposit. A flooded mine has completely damped his enterprise, wherefore he is now a heap of tearful lamentation.

In 1895 the butter imports of the United Kingdom increased by 498,000 cwt. over those of 1894, and 107,000 cwt. of this was supplied by Victoria.

The rest of the Australias put together only increased their exports to Britain by 37,000 cwt.

A slice of freshly-cut cactus-leaf, applied to a black eye within a few hours of the "accident," will, it is said, in 24 hours effect a cure.

The propagator of Sydney Botanical Gardens says that he has many applications for cactus, "especially after holidays."

The very latest, A Queensland mines agency declared a magnificent 30 per cent. div. some little time back, and, after people in London had bought at £2, it was coolly announced that the div. was payable in scrip in one of the Co's mines at the Co's valuation.

The call of a gas company to even threaten to cut off the supply when the £1 deposit, which the company demands and holds from all its customers, more than covers the amount owing!

Of course, the company wouldn't dare to do it, but most people don't know that.

The "tote" often can't register the crowd that compose in back events on the west coast of Maoriland so horses are bracketed together. If one so bracketed wife, and the others last, the latter says a div. just the same. Backing a losing winner is new to him.

The trade gig is that anybody without a bicycle is nobody. "Doesn't quite fit the case," "anybody on a bicycle is nobody" is the correct expression. Anyone who doesn't think so should watch the butcher-boy passing Governor Hampton in the Centennial Park.

H. C. Callahan, the American expert, is now described as a "well-known Johannesburg mine-owner"—another name. He has been up to see the Darling Rafters, not far from Perth, of which big things were lately said. His report, in brief, is that they might be worth prospecting.

Sydney doctors ask that special concessions be granted them re telephone rates. Postmaster-General Cook views the application with surprise. If Mr. Cook knew how much work Sydney doctors are doing for nothing he wouldn't really recover from his surprise.

The Bulletin has it on good authority that the annual conference of the United Commercial Travellers' Association, held in Melbourne, was not opened with prayer.

"Old yer 'ome, air?" "He won't run away!" "Run away? Not 'im. I didn't mean to 'old 'im still—I meant 'old 'im up."

An amusing episode followed the drink traffic discussion in N.S.W. Presbyterian Assembly. One of the members, who boldly avowed that he liked a good glass of liquor, was the recipient a few days later, from an adjoining city merchant, of some "choice old Scotch" as a tribute to his vigour and astuteness.

Out of every eight fat men in Victoria Legislative Council five are directors of one or more financial institutions. Some of them are six-fold directors. Hence the Council complained voiced by J. Williamson at the City of Melbourne Bank enquiry, that "no gentleman of standing and principle" will care to take office under the proposed N.S.W. Companies Act, which prohibits him recklessly operating on the firm's bill.

The ballistics that ruled on Melbourne the other Sunday, were said to be the biggest seen there for 40 years. But they were penny missiles compared with some oblong lumps of ice which came down in the Lilydale district, 20 miles from Melbourne, shortly before Christmas. The lumps in question averaged two inches long, 1½ in. broad, and half-an-inch thick, and they ran hard enough to cut pieces from the fur of a cat lying in the storm. The writer will swear to this system, because he saw the humiliated cat sink home after the bombardment with sundry bare spots upon the back and ribs.

BICYCLE NOTES.

The importance of knowing how to alight from a bicycle being so emphasized in the interview with a member of the Omnium Club, a *Herald* correspondent called recently on Mr. James Terrot, director of the Palais-Sport, in connection with the question.

"I quite agree with the opinion expressed in the *Herald*," said Mr. Terrot; "the importance of knowing how to alight from a bicycle is a very necessary one, and how people can go into the street or on to country roads without being perfectly at fault with this branch of wheeling simply amazes me."

Calling one of his most expert teachers, Alfred, Mr. Terrot asked him to give illustrations of the various ways of dismounting at his school. The exhibition being in the afternoon, there was, as may be expected, a good attendance of patrons and visitors at this favourite resort of bicyclists. All became specially interested when it was whispered about that the explanations were for the benefit of *Herald* readers.

"You spoke in yesterday's *Herald*," said Mr. Terrot, "of slipping off from the machine from the rear in case of danger. This is what I always recommend under such circumstances. Suppose, for instance, you are going down hill and you find you are going too fast to control the machine by the pedals, this is the way to do."

Hereupon Alfred, who was sitting on a machine, awarded the word of command. "One," cried the director, "Alfred, without changing his position in the least, simply placed the palms of his hands on the handle of the machine, and the hands lay flat on the pedals."

"Two," commanded the director, and Alfred kicked his feet forward so that the limbs were entirely rigid and straight, at about an angle of 45 deg. from the horizontal of the floor of the track.

"Three," and pressing his weight on the golden as a pivot and leaning slightly forward, his right limbs were naturally brought to the rear of the machine, which, going under the slight momentum given by the movement, went forward slightly, thus enabling him to alight on the ground as easily as could be imagined. At the same time he passed his hand to the top of the saddle and arrested the progress of the machine, which had started forward under the slight propulsion described.

"You may let the bicycle go if you like," said Mr. Terrot, smiling, "and this would be not only natural but unavoidable in case you are going down hill too fast; but it would not do the machine any good and you would have to come to us to buy a new one. Yet if it saves your life or a broken bone or bruises it would be preferable to sacrifice the machine."

This method of alighting was then illustrated by Alfred when riding at a fair rate of speed, and its simplicity and efficacy was much appreciated.

"Now, I don't consider this method altogether elegant; for instance, when alighting at a café or before one's house."

"Does it interest? Simply this—"

Hereupon Alfred, who was riding slowly about the ring, walked until the pedal was "down," put his weight on it, and dismounted in a perfectly easy and graceful manner.

"This," explained Mr. Terrot, "is the ordinary way, but it presupposes that you have brought the bicycle to almost a standstill—it is not for cases of emergency. If the bicycle is moving,

and you wish to jump off quickly, under ordinary circumstances—"

Hereupon Alfred, who had quickened his pace, threw his weight on the left pedal, when it was "down," as before, but instead of stopping off, sprang from the machine.

"The third way to alight," continued Mr. Terrot, "is what I recommend to stout people or to those who are somewhat advanced in age."

Hereupon Alfred, who had slackened the pace of the machine he was riding so as to quite stop it, threw his weight on the right pedal when it was "down" and caused the bicycle to lean to the left, touching the floor with his left foot first, following the movement by raising his right leg to the rear of the machine and thus alighting. Thus the three movements were more clearly seen, viz.: 1. right foot presses pedal when "down," 2. machine leans to left, and left foot touches the ground; 3. the right leg passed back of the rear wheel and touches the ground.

"Thus you see the three methods of alighting taught in this school," resumed Mr. Terrot. "The first is a *cause de la vitesse*, in case of danger; the second the *discent de cheval*, or the ordinary way I recommend, which is analogous to dismounting from a horse with the foot in the left stirrup, and, thirdly, the mode for stout or aged persons."

And notice all these illustrations are from the left side; is this correct?" I interposed.

"Generally," replied Mr. Terrot, "we lay stress on dismounting to the left, since when nine out of one hundred alight from a bicycle or a horse from the left, but we make our pupils alight from the right side also, but this is not difficult—the principle is the same—the process is only reversed. It is necessary, however, for all bicyclists to practise this mode of getting off from the left side. I may tell you a very amusing instance. The other day one of my lady pupils residing in the rue Boleys d'Anglais, who has been annoyed by a number of gamblers in the quarter, when she passed, was approached by two or three from the left side. They thought it amusing to advance so as to press against her and cause her to fall. Under the circumstances she could not very well alight from the left side, but she had practised getting off at both sides, and quick as thought she sprang off at the right side and gave the youngsters a piece of her mind on matters."

The movement was so quick and unexpected that the bystanders laughed, and the boys, who always have an instinctive admiration for superior skill, were speechless. She has never been annoyed since."—*Paris Herald*.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, May 16th.

Mr. Erich Georg in his *Wholly Share List* issued at noon to-day states—

Business during the week under review has been rather quiet, and rates have not changed much.

BANK SHARES.—Hongkong and Shanghai bank shares were in the early part of the week, and a transaction at 182 per cent. prem. took place; with a higher London quotation (£4.00) received a few days ago, a firmer feeling has set in, and small sales have been effected at 183, 183½, 184, and 185 per cent. prem. for cash, also at 185 per cent. prem. for end of the month. Nothing has been done in Bank of China or National.

MARINE INSURANCE SHARES.—Unions have been in good demand, and sales are reported at £21½ to £21¾, closing firm with buyers at £21½ (London closing at £21½). China Traders remain steady at 88, but I have not heard of any sales. North China, Yangtze, and Canton are offering at quotations. Swatow has improved further, but only small sales have been put through at \$18, \$18½, and \$18¾ for cash, and at \$30 for 30th September, the market closing firm with further buyers.

FREE INSURANCE SHARES remain unchanged, with small sales at quotations.

SHIPPING SHARES.—The demand for Hongkong, Canton, and Macao has continued resulting in a fair number of shares changing hands at 33½ to 33¾ for cash, also at 33½ for 31st August, the stock closing strong with buyers at 33½ cash and no sellers under 33½. Inducement are in demand at 35½ cash and equivalent rates, but no shares seem to be on offer. China and Macao are wanted to a small extent at 35½, and Douglas has a slight improvement; I also hear of some sales on time, the rate, however, being kept private. China Mutual preference shares have been in some demand, and after sales at £35.00 per share, £38.00 has been paid for a small lot; the closing rate for buyers is £38.00, ordinary shares are offering.

REFINERIES have come into some demand, resulting in sales of China Sugars at \$11½ to \$11¾, and of Lurons at \$60. At both these rates further shares could be placed, holders, however, being unwilling to sell except at an advance.

MINE STOCKS.—The result of the Pungion crushing, as reported in my last circular, sent shares up to \$14 on Saturday last, the stock leaving off quiet at \$13½; but on Monday, when a telegram arrived from the mine reading:—"The cyanide plant worked 21 days, treating 610 tons of clean tailings, yielding 237 ounces of gold, of an average assay-value of £2.25, 9d. per ounce," the market became excited, and up to \$18 was paid for ordinary and \$18 for preference shares. Later on the market became more speculative, the anxiety of a good many speculators to pocket the profit made on the previous purchases, and the rate gradually receded to \$15 per share, with business done at intermediate rates. During the last two days, however, the market rallied again, and a fairly extensive business has been done at \$15 to \$16 for ordinary and \$16 to \$17 for preference shares, the market closing quiet with sellers. The gold, as won by ordinary crushing, is valued at about £3 15s. 0d. per ounce, so that the above 237 ounces represent the equivalent of about 33 ounces of fine gold. A letter from the mine received a few days ago, speaks in very hopeful terms about the future of the Company. So far it is not known what the expenses connected with the cyanide works amount to, but it is taken into consideration that the cyanide expert did not expect to show such a good result as the above on the first trial, while saying that he expected the return to yield a better result later on. Charbonnages attend no attention. New Balmores are slightly firmer with sales at \$1.00 and I make \$2 the closing quotation. Julebas remain under a cloud and are offering at 95. Rumba have been sold at \$13 to \$15 and are wanted at \$15; a telegram from the mine dated 24th May, says:—"Crushing finished; 2,500 tons stone realizing first ounces of smelted gold. A few small transactions in Oilives A and B shares are reported at old rates."

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been done at 182 per cent. prem. cash, 185 per cent. prem. for 31st May, 185 per cent. prem. for end of the month, and 191 per cent. prem. for 31st August, closing

with cash buyers at 182 per cent. prem., and no sellers under 183 per cent. prem. Hongkong and Whampoa Wharf and Godown Company's shares have been taken off the market at \$17 and \$18, closing steady with small buyers at the latter rate. Wanchals and New Amoy Docks unchanged.

LANDS, HOUSES, AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares changed hands at \$71½ to \$72, closing with a small lot offering at the latter rate, and a good many buyers at \$71½. Kowloon Lands and West Points unchanged and without business. Hongkong Hotels have been done at \$12 to \$13, and are still required for. Humphreys Estates found buyers at \$30.

MISCELLANEOUS.—Green Islands are quiet at \$11. Watsons sold at \$12½, but after the report had been issued the rate became \$13 again, at which figure the market is strong. The net profit for 1895, including general management, and providing for all bad and doubtful debts, and adding \$76,613 brought forward from last account, amount to \$70,834.07 (against \$75,470.93 in 1894); from this it is proposed to write off for depreciation \$4,368.53, leaving available \$75,015.44. An interim dividend of 5 per cent. was paid in November last, absorbing \$14,000, and it is now proposed to pay a final dividend of 4 per cent., place \$7,000 to credit of Permanent Reserve Fund, and to carry forward to 1896 account the balance of \$8,015.44. The amount of \$100,000 appearing in the balance sheet for Goodwill and Trade Marks, has been written off from the Permanent Reserve Fund during last year, and the Insurance Fund of \$10,000 merged into Permanent Reserve Fund, so that with the \$7,000 to be taken from the 1895 profits the Reserve Fund will then stand at \$100,000. The liquidation of Dividend Fund remains at \$15,000. Hongkong Electric sold at \$64 to \$65, but are offering at the latter rate. Ropes sold at \$118 to \$120, and close strong. Laces (twisted) \$108. Bell's Ashes are, on offer at \$7, owing to the poor report issued; the balance at Profit and Loss Account was only £453.05. 6d., which, after providing for one-third of the preliminary expenses, say £166.01. 3d., and Directors' fees £150, leaves £47.01. 3d. to be carried forward to new account.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Tasman*) 20th inst.

American (*Gaiter*) 20th inst.

Australian (*Gaiter*) 21st inst.

Tacoma (*Ship of Pacific*) 22nd inst.

American (*Empire of China*) 23rd inst.

American (*Doric*) 24th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Erato... steamer, from Kobe.

Kwaching... " " Canton.

From... " " Coast Ports.

Lyscom... " " Shanghai.

Aggregating 5,706 tons register.

DEPARTURES.

Foochow... steamer, for Foochow.

Gloucester City... " " Saigon.

Oscar... " " Moji.

Doris... " " Canton.

Annandale... " " Kutchcloot.

Haiman... " " Swatow.

Namwang... " " Shanghai.

Freight... " " Nagasaki.

Kang... " " Yokohama.

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches,
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CELEBRATED OPERA GLASSES,
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DISINFECT
WITH



"SANITAS"
DISINFECTING
POWDER

DIRECTIONS FOR USE.

"SANITAS" POWDER is non-
poisonous and fragrant, and
generates by slow evaporation
the active, penetrating, and
disinfecting vapours of Pine and
Eucalyptus Forests.
1. Place in saucers about the room.
2. Keep about a table-spoonful in
all chamber utensils.
3. Keep a tin for use in every closet.
4. Sprinkle it over all drains twice a
week.
5. Place about a table-spoonful in all
bottles.
6. Sprinkle it freely about stables,
kennels, cow sheds, pig sties, poultry
houses, rabbit hutches, farm yards,
market places, factories, urinals, ash
bins, &c.
7. For disinfecting walls, ceilings,
cattle trucks and slaughter-houses,
make the powder into a wash or milk
by admixture with water and apply it
in that form.
8. Use for scrubbing the floors of
hospitals and workhouses, and the
decks of ships.

PRICE OF THIS TIN,

1/-

THE SANITAS CO., LTD.,

THREE COLT LANE,

DE' RHIAL GREEN, LONDON, E.

Sanitas is a valuable disinfectant, having certain advantages over other disinfectants, and is a valuable disinfectant for use in all cases of disease.

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GLEN WHISKY.

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Detonators,
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**EASTERN AND AUSTRALIAN STEAM-
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FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through Cargo to
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THE Steamship

"MENMUIR,"
Captain Craig, will be despatched for the above
Ports TO-MORROW, the 17th instant, at
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This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions
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A Stewardess and a duly qualified Surgeon
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For Freight or Passage, apply to
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Hongkong, 15th May, 1896. [785]

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THE Steamship

"CYRES,"
Captain Behrens, will be despatched for the above
Ports TO-MORROW, the 17th instant, at
Daylight.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 15th May, 1896. [812]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above
Ports TO-MORROW, the 17th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 15th May, 1896. [819]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Jackson, will be despatched as above
on MONDAY, the 18th instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1896. [779]

FOR TAKOW AND TAIWANFOO.

THE Steamship

"OSLO,"
Captain Pedersen, will be despatched for the above
Ports on or about MONDAY, the 18th
instant.

For Freight or Passage, apply to
D. M. WRIGHT & Co.,
27, Praya Central.

Hongkong, 15th May, 1896. [822]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

THE Company's Steamship

"STENTOR,"
Captain Peters, will be despatched on MON-
DAY, the 18th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1896. [824]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"CLAM,"
Captain T. Black, will be despatched as above
on TUESDAY, the 20th instant, at Noon.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 14th May, 1896. [814]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.
S.S. Federation ... To JAVA ... May.
S.S. Germania ... To JAVA ... June.
S.S. Cassius ... To JAVA ... July.
S.S. Germania ... To JAVA ... July.
S.S. Cassius ... To JAPAN ... May.
S.S. Cassius ... To JAPAN ... June.
S.S. Federation ... To JAPAN ... July.

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Agents.

Hongkong, 15th May, 1896. [774]

Shipping.

STEAMERS.

**OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.**

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Steamship ... Wednesday ... 12th May.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLON" will be despatched for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
via KOBE and YOKOHAMA, on WEDNES-
DAY, the 18th May.

Consular Invoices of Goods for United States
Ports should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 15th May, 1896. [773]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
(With liberty to tow the S.S. "BONNINGTON"
from HONGKONG to NAGASAKI.)

THE Steamship

"CARMARTHENSIRE,"
Sloop, Commander, will be despatched for the
above Ports on THURSDAY, the 21st instant,
at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 15th May, 1896. [800]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"
Captain Finlayson, will be despatched on
FRIDAY, the 22nd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1896. [815]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"
Captain Grier, will be despatched as above on
SATURDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1896. [809]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR ANTWERP, BREMEN AND HAMBURG.

(Taking Cargo at through rates to REP. SEA
Ports, MEDERRASSA and BLACK
SEA Ports.)

THE Company's Steamship

"DEIKE RICKMERS,"
Captain Seigel, will be despatched as above on
FRIDAY, the 14th June.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 15th May, 1896. [792]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 & 1 British Ship

"QUEEN ELIZABETH,"
Falcon, Master, will load here for the above Port,
and will have quick dispatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 2nd May, 1896. [761]

FOR NEW YORK.

THE 100 & 1 American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, will load here for the above
Port, and will have quick dispatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 2nd May, 1896. [761]

FOR NEW YORK.

THE 100 & 1 American Ship

"LUCILE,"
Ballard, Master, will load here for the above
Port, and will have quick dispatch.

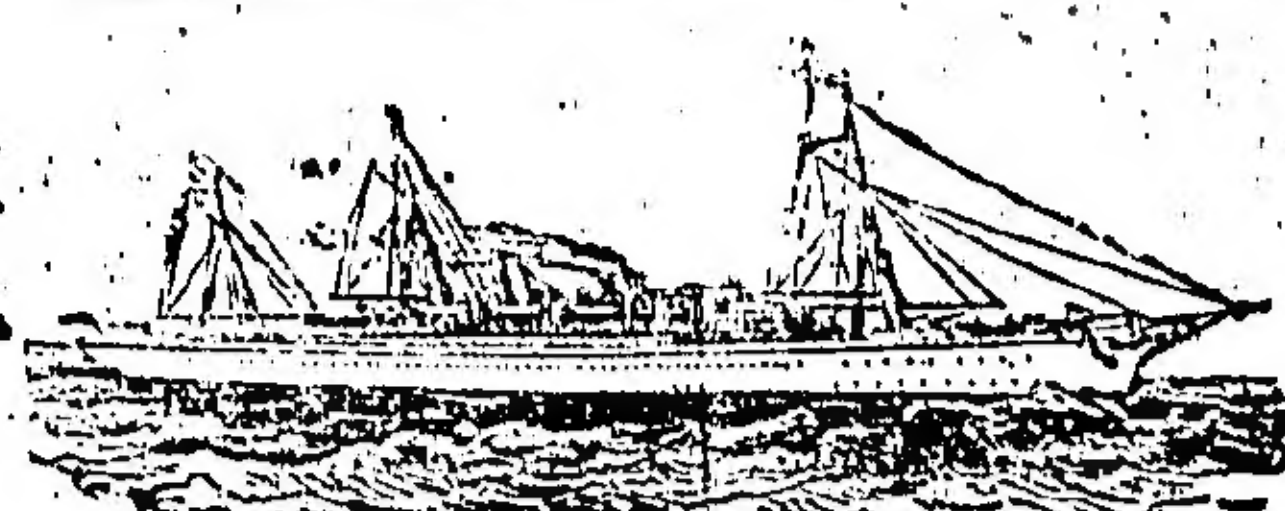
For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 2nd May, 1896. [761]

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 20th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th June.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 1st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street.

Hongkong, 29th April, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 21st May, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Sunday, 7th June, at Daylight.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 25th June, at Noon.

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